



Grant Application

Governor's Council on
Impaired & Dangerous Driving
One North Capital, Suite 1000
Indianapolis, IN 46204
(317) 232-1295

Shaded areas for Council use only

PROGRAM AREA	PSP	TASK	PROJECT
FUNDING SOURCE			
402		410	
DATE RECEIVED		DATE APPROVED	

1. PROJECT TITLE Operation Pull Over		CFDA#	
2. GOVERNMENTAL UNIT		4. ADDRESS OF APPLICANT	
3. APPLICANT			
5. COUNTY		6. FEDERAL IDENTIFICATION NUMBER	
7. GRANT APPLICATION TYPE INITIAL: CONTINUATION:			
8. ANTICIPATED GRANT START DATE		APPROVED GRANT PERIOD FROM: 10/1/01 THROUGH: 9/30/02	
9. IT IS UNDERSTOOD AND AGREED UPON BY THE UNDERSIGNED THAT A GRANT RECEIVED AS A RESULT OF THIS APPLICATION IS SUBJECT TO THE REGULATIONS GOVERNING HIGHWAY SAFETY PROJECTS.			
A. PROJECT DIRECTOR			
1. NAME (FIRST, MI, LAST)		2. TITLE	
3. SIGNATURE		4. PHONE	5. DATE
B. FINANCIAL OFFICER			
1. NAME (FIRST, MI, LAST)		2. TITLE	
3. SIGNATURE		4. PHONE	5. DATE
C. AUTHORIZING OFFICIAL OF GOVERNMENTAL UNIT			
1. NAME (FIRST, MI, LAST)		2. TITLE	
3. SIGNATURE		4. PHONE	5. DATE

D. APPROVAL (FOR COUNCIL USE ONLY)		TOTAL FEDERAL FUNDS:
1. SIGNATURE	2. DATE	
3. TITLE Director		

OPERATION PULL OVER AGREEMENT 2001-2002

Problem and Background Information:

Indiana Crash Data 1999

Total Crashes	217,109		Alcohol-Related Crashes	9,065	4.18%
Fatal Crashes	890	0.41%	Fatal Crashes	209	23.48%
Personal Injury Crashes	49,475	22.79%	Personal Injury Crashes	3,929	7.94%
Property Damage Crashes	166,734	76.80%	Property Damage Crashes	4,927	2.96%
Killed	1,019		Killed	237	23.26%
Injured	72,815		Injured	5,774	7.93%
Cost	\$ 2,726,256,821		Cost	\$ 322,837,809	11.84%

Urban Crashes	133,135	61.32%	Alcohol-Related Crashes	4,881	53.84%
Fatal Crashes	239	26.85%	Fatal Crashes	54	25.84%
Personal Injury Crashes	29,409	59.44%	Personal Injury Crashes	1,934	49.22%
Property Damage Crashes	103,477	62.06%	Property Damage Crashes	2,893	58.72%
Killed	258	25.32%	Killed	59	24.89%
Injured	42,482	58.34%	Injured	2,888	50.02%
Cost	\$ 1,348,808,105	49.47%	Cost	\$ 112,040,711	34.70%

Rural Crashes	83,974	38.68%	Alcohol-Related Crashes	4,184	46.16%
Fatal Crashes	651	73.15%	Fatal Crashes	155	74.16%
Personal Injury Crashes	20,066	40.56%	Personal Injury Crashes	1,995	50.78%
Property Damage Crashes	63,257	37.94%	Property Damage Crashes	2,034	41.28%
Killed	761	74.68%	Killed	178	75.11%
Injured	30,333	41.66%	Injured	2,886	49.98%
Cost	\$ 1,377,448,716	50.53%	Cost	\$ 210,797,098	65.30%

During 1999 Indiana recorded 217,109 total crashes, an increase of 599 from the previous year. Of these crashes 133,135 (61.32%) occurred in urban areas, while 83,974 (38.68%) were in rural areas. Personal injury and property damage crashes were consistent with this finding. Of all crashes, property damage crashes accounted for 166,734 (76.80%), personal injury 49,475 (22.79%), and fatal crashes 890 (0.41%). Alarming, 73.15% of the fatal crashes occurred in rural areas.

Alcohol-related crashes accounted for 9,065 (4.18%) of all crashes during 1999, down 443 from the previous year. Property damage alcohol crashes accounted for 4,927 or 2.96% of all property damage crashes; personal injury 3,929 (7.94%), and fatal crashes for 209 (23.48%). Clearly, fatal alcohol crashes accounted for a significantly higher percentage than other severity classes. In 1993, alcohol-related fatal crashes accounted for 25.4% of the total fatal crashes in the State; in 1994, alcohol-related fatal crashes declined to 23.3% of all fatal crashes, and in 1995, the percentage declined slightly to 23.2% of all fatal crashes. In 1996, alcohol-related fatal crashes increased to 24.0% of all fatal crashes, but during 1997, alcohol-related fatal crashes decreased to a 5-year low of 22.9% of all fatal crashes. In 1998, alcohol related crashes remained consistent with the 5-year trend with a percentage of 23.3%.

OPERATION PULL OVER AGREEMENT 2001-2002

The overall seat belt usage rate for all passenger vehicles (Passenger cars, minivans, and pickup trucks) increased in 1998 to 61.8% from 53.2% in 1997. Much of this increase can be attributed to the enactment of the primary seat belt law. However, usage rates in 1999 decreased to 57.3%. The court challenge and subsequent reversal may be a factor in the decreased rate. Statewide enforcement efforts in 2000 helped boost the overall usage rate to 62.1, a record high.

In an effort to save lives and reduce injuries as a result of traffic crashes, the Governor's Council on Impaired & Dangerous Driving will continue the Operation Pull Over combined campaign during the next year. The combined campaign will coordinate public information and enforcement of Indiana seat belt and impaired driving laws. It is estimated that the total dollar loss for crashes in the State of Indiana was \$2.7 billion in 1999, an increase of 18 million dollars from 1998.

OPERATION PULL OVER AGREEMENT 2001-2002

Goals/Objectives

FY 2000-2002

Indiana has made significant progress in reducing the number of overall fatalities over the last several years. Between the years 1988 through 1998, traffic fatalities decreased 11%. The statistics for alcohol-related fatalities revealed that the overall rate decreased 32.6%, from 347 in 1988 to 234 in 1998. Further, the total number of alcohol-related crashes went down from 9,544 in 1997 to 9,508 in 1998. Similar reductions were noted for alcohol-related personal injury crashes, property damage crashes, and the number of injuries that resulted from alcohol-related crashes during 1998. In addition, between the years 1993-1998, the alcohol-related fatality rate per hundred million vehicle miles traveled (MVMT) decreased 13.2% while the overall fatality rate per MVMT during the same period decreased 5.4%. The MVMT rate is used to normalize, or apply, the fatality and injury data to the general population within the state. Thus, although the number of alcohol-related fatalities may have increased slightly over the previous year, Indiana's overall rate per licensed driver and vehicle miles traveled rate actually *decreased* for alcohol-related number of crashes, personal injury crashes, and number of injuries due to the increased number of drivers and the number of miles traveled on Indiana's roadways. Consequently, these statistical reductions reflect the saving of lives and diminished injury rates.

The Governor's Council has chosen the following highway safety indices to be used in fiscal years 2000-2005 in setting long-term projections and measuring the attainment of these projections:

- **Decrease the state fatality rate per 100 MVMT from a baseline of 1.5 in 1996, to 1.06 in the year 2002, and 0.92 in the year 2005 with progress demonstrated on an annual basis.**
- **Decrease the state personal injury rate per 100 MVMT from a baseline of 117 in 1996, to 103 in the year 2002, and 95.7 in the year 2005 with progress demonstrated on an annual basis.**
- **Decrease alcohol-related fatal crashes from a baseline of 0.32 per 100 MVMT in 1996 to 0.20 per 100 MVMT in the year 2002 to 0.167 per 100 MVMT in 2005 with progress demonstrated on an annual basis.**
- **Increase the observational safety belt usage rate in passenger cars and mini-vans from 63% (based upon previous weighting process) in 1997 to 73% (revised weighting process) in 1998, 85% by the year 2000, and 90% by the year 2005. To increase overall safety belt usage rate from 53.2% (including pickup trucks and sport utility vehicles) in 1997 to 65% in 1998, 85% by the year 2000, and 90% by the year 2005.**
- **Reduce the involvement rate in fatal crashes of the younger driver (age 16–19) from 0.79 fatal crashes per 1,000 licensed drivers (age 16–19) in 1996 to 0.644 in the year 2000, to 0.622 in the year 2002, and 0.592 in the year 2005 with progress demonstrated on an annual basis.**

OPERATION PULL OVER AGREEMENT 2001-2002

Activities and Procedures

Through the acceptance of these grant funds our department agrees to follow the Operation Pull Over schedule and activities **by implementing all four campaigns** which will each be eight weeks in duration as set forth in this agreement.

All four campaigns will include the following six elements:

- data collection (observational seat belt pre-surveys)
- public information and education (disseminate local and Council materials)
- media event announcements (news conferences, radio, and news releases)
- enforcement effort
- data collection (observational safety belt post-surveys and citations) with a release of results to the media
- report all blitz activity and enforcement to Council

Our departmental efforts will focus on the following:

- **increasing seat belt usage**
- **increasing compliance with child passenger safety laws**
- **decreasing impaired driving crashes, fatalities and injuries**

Funding for the Operation Pull Over Campaign may be used to pay for the hourly overtime rate of pay for officers conducting patrols on off-duty time and minimal administrative salary, with no more than 25% of the total to be used in the area of public information and education incentive materials.

Observational Surveys:

Our department will conduct **5-10** observational safety belt surveys before each blitz and 5-10 surveys after each blitz, in the same locations and times as the pre-surveys. Pre-surveys will be conducted prior to program implementation and post-surveys conducted after the two week enforcement period. following the designated dates for conducting the surveys.

Public Information and Education:

A public information and education campaign (PI&E) will be conducted by our department for a period of three weeks following the campaign schedule dates per blitz campaign. The public information and education campaign shall be accomplished by disseminating materials and information to our community as provided from the Council. Additional efforts may be made through presentations to civic groups, schools, businesses, and others groups as requested.

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Media Event Announcement:

- Our department will at minimum issue **two** news releases per blitz campaign following the campaign schedule.
- Additional efforts may be made to conduct a media event/news conference when resources are available and may include other law enforcement departments within our county in order to send a strong message to the public about increased enforcement of the occupant restraint laws and impaired driving.
- The first news release will announce that increased enforcement will take place which will focus on the combined issues of occupant restraints and impaired driving.
- The second news release will provide results of the increased enforcement (citations, sobriety checkpoints, etc.) as well as changes in seat belt usage.
- As indicated by the Council, a sample news release will be provided for this portion of the campaign.

Enforcement:

In addition to our regular on-duty traffic enforcement, this grant will provide funding to our department to conduct overtime patrols during the scheduled 14 day enforcement periods per blitz campaign. **Our departmental efforts, with both enforcement and public awareness campaigns, will focus on the following:**

- **increasing seat belt usage**
- **increasing compliance with child passenger safety laws**
- **decreasing impaired driving crashes, fatalities and injuries**

Our department agrees to meet the minimum of **3 contacts per hour** on funded overtime patrol (contacts are defined as **written warnings or citations** which occur as part of separate, unrelated motorist stops). *No written warnings in the area of occupant protection will be made on a funded overtime patrol.* Our department agrees to meet the minimum of **1.5 occupant protection citations issued per hour**. Also, of all warnings and citations issued during a blitz, 20% will be in the area of occupant protection department wide; for funded overtime patrols, at least 67% of citations will be in the area of occupant protection (occupant protection citations are defined as violations for seat belt or child restraint). Impaired driving patrols will maintain a ratio of **1 impaired driving arrest per eight hours** of patrol. For all other violations (speeding, improper turn, etc...), written citations are highly recommended during the increased enforcement period to receive the full impact of the program.

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Our department recognizes the need for officers to be properly trained. More specifically, officers being paid from the Operation Pull Over grant will be trained in the areas of Traffic Occupant Protection Strategies (TOPS) and Standardized Field Sobriety Testing (SFST). Any officer not currently trained in TOPS or SFST will have until the beginning of the enforcement period of Blitz 31

(May 19, 2002) to receive certification. As indicated by the Council, assistance is available for both types of training and may be scheduled through the Council.

Our department will participate in all four blitz campaigns which will be considered when planning for the distribution of funds from this grant. Our department understands grant funds will cover the costs of the overtime salary of patrol officers and minimal administrative costs as it relates to salary and the purchase of equipment. The overtime pay is in accordance with the department's overtime pay policy. Our department will cover the costs of any related fringe benefits, gasoline, mileage, equipment, etc.

OPERATION PULL OVER AGREEMENT 2001-2002

Below is the Operation Pull Over schedule, which is incorporated into our law enforcement grant application. Additional information about the schedule is referenced under Item N, grant regulations.

OPERATION PULL OVER BLITZ SCHEDULE

BLITZ 29

Observational Seat Belt Survey	10-14 to 10-20-01
Public Information Awareness Campaign	10-21 to 11-10-01
Pre-Enforcement Media Event Announcement	11-11 to 11-17-01
Enforcement Period	11-18 to 12-01-01
Observational Seat Belt Survey/Media Release	12-02 to 12-08-01
Activity Reporting to Council	12-09 to 12-15-01

BLITZ 30

Observational Seat Belt Survey	01-20 to 01-26-02
Public Information Awareness Campaign	01-27 to 02-16-02
Pre-Enforcement Media Event/Announcement	02-17 to 02-23-02
Enforcement Period	02-24 to 03-09-02
Observational Seat Belt Survey/Media Release	03-10 to 03-16-02
Activity Reporting to Council	03-17 to 03-23-02

BLITZ 31

Observational Seat Belt Survey	04-14 to 04-20-02
Public Information Awareness Campaign	04-21 to 05-11-02
Pre-Enforcement Media Event/Announcement	05-12 to 05-18-02
Enforcement Period	05-19 to 06-01-02
Observational Seat Belt Survey/Media Release	06-02 to 06-08-02
Activity Reporting to Council	06-09 to 06-15-02

BLITZ 32

Observational Seat Belt Survey	07-21 to 07-27-02
Public Information Awareness Campaign	07-28 to 08-17-02
Pre-Enforcement Media Event/Announcement	08-18 to 08-24-02
Enforcement Period	08-25 to 09-07-02
Observational Seat Belt Survey/Media Release	09-08 to 09-14-02
Activity Reporting to Council	09-15 to 09-21-02

By signing the grant application I have agreed to comply with the terms and conditions as set forth in the Regulations Governing Highway Safety Project Grants outlined in this document.

OPERATION PULL OVER AGREEMENT 2001-2002

Reporting:

Operation Pull Over reporting will be required, showing **total departmental** activity (enforcement, public information, observational seat belt usage rates, and sobriety checkpoint information) for each blitz period. All forms provided by the Council in the grant agreement package will be utilized using the schedule set on page 8 of this agreement.

Additional grant agreement requirements include:

- All participating officers must be trained in Traffic Occupant Protection Strategies (TOPS) by the first day of enforcement of Blitz 31 (May 19, 2002)
- All participating officers must be certified in NHTSA Standardized Field Sobriety Testing (SFST) Basic training by first day of enforcement of Blitz 31 (May 19, 2002)
- Must submit letter of support from the city or county executive (i.e., Mayor, County Commissioner, etc...)
- Must submit copy of Standard Operating Procedures for officers to work the Operation Pull Over program
- Must submit copy of Standard Operating Procedures of enforcement of occupant protection laws
- Must have on file our departmental current salary ordinance
- Must have on file our departmental overtime pay policy
- Only full-time officers shall be funded to work the program

Program Evaluation

Each department receiving grant money will be administratively evaluated utilizing the Governor's Council on Impaired & Dangerous Driving reporting forms. Programs will be evaluated on the goals submitted by each department. Monitoring will be conducted by regional staff on a semi-annual basis.

Additionally, the overall success of the program will be measured through the 2001-2002 crash statistics and the seat belt usage survey for Indiana. The Governor's Council on Impaired & Dangerous Driving will keep in communication with the grantees to guide and encourage positive results.

Continuation and Cost Assumption

Law enforcement agency will experience the benefits of saving lives and reducing costs within our own jurisdiction through integrated enforcement efforts. Through positive public relations, community attitudes and behavior can be modified resulting in increased occupant restraint usage and decreased impaired driving.

Federal grant dollars are intended to complement our enforcement efforts already established by our department. These grant monies will not supplant enforcement efforts or equipment already owned in our jurisdiction.

There is no commitment from the Governor's Council on Impaired & Dangerous Driving to fund this program in its entirety during the grant year 2001-2002.

OPERATION PULL OVER AGREEMENT 2001-2002

Operation Pull Over Budget Summary Sheet

DEPARTMENT: _____

COUNTY: _____

BUDGET SUMMARY

Personal Services
average OT rate:
\$

Blitz 29	Blitz 30	Blitz 31	Blitz 32

Direct Costs
(up to 25% of total budget)

Total all categories

\$

Section below for Council use only

BUDGET SUMMARY

A. COST CATEGORY **AMOUNT**

PERSONAL SERVICES	
DIRECT COSTS	
TOTAL BUDGET REQUEST:	

B. SOURCE

FEDERAL	
MATCH	
TOTAL PROJECT COSTS:	

OPERATION PULL OVER AGREEMENT 2001-2002

ATTACHMENT A
GOALS & OBJECTIVES

Department: _____

County: _____ Grant : _____

The _____
(your law enforcement agency) has set the following objectives in our jurisdiction that will contribute to the success of the overall statewide goals and objectives set by the State of Indiana.

The statistics were taken from departmental crash data from **Oct 1, 2000 through September 30, 2001**. We have projected the number that will occur from October 1, 2001 through September 30, 2002 as our goal. *(Example: To decrease the total number of crashes from 600 that occurred in 2000-01 to 560 in 2001-02).*

1. To decrease the number of **total crashes** from _____ that occurred in 2000-01 to _____ in 2001-02.
2. To decrease the number of **fatal crashes** from _____ that occurred in 2000-01 to _____ in 2000-01.
3. To decrease the number of **personal injury crashes** from _____ that occurred in 2000-01 to _____ in 2001-02.
4. To decrease the percentage of **total alcohol related crashes** from _____% that occurred in 2000-01 to _____% in 2001-02.
5. To decrease the percentage of **alcohol related fatal crashes** from _____% that occurred in 2000-01 to _____% in 2001-02.
6. To decrease the percentage of **alcohol related personal injury crashes** from _____% that occurred in 1999-00 to _____% in 2000-01.
7. To increase the observational usage **rate of seatbelts** from _____% recorded in September 2001 to _____% in September 2002.
8. To increase the number of **seat belt citations** issued from _____ in 2000-01 to _____ in 2001-02.
9. To increase the number of **child restraint citations** issued from _____ in 2000-01 to _____ in 2001-02.

Note: Attachment A will be sent to the Council with our first reporting forms which are due no later than December 15, 2001. Failure to submit the above information will result in termination from the program.